

Categorical Exclusion (CE)

Project Information			
Project Name:	I-66 Spot Improvements	Federal Project#:	NH-066-1()
Project Number:	00066-809-15051878	Project Type:	Construction
UPC:		Charge Number:	UPC 78826, 78827 and 78828 (Activity 605)
Route Number:	66	Route Type:	Interstate
Project Limit--From:	0.095 Mile West of Lee Highway (Route 29)	To:	0.211 Mile West of Route 703 (Haycock Road)
Additional Project Description:	<p>The I-66 Spot Improvements include the following proposed construction along the I-66 westbound (WB) lanes inside the Capital Beltway (I-495): (1) Spot Improvement #1--VDOT Project 0066-000-113, C501, P101; UPC 78826 (Federal Project NH-066-1(312)), Arlington County: Extend existing acceleration lane from the Fairfax Dr on-ramp (0.0573 mile west of George Mason Dr) to the existing deceleration lane at the Sycamore St off-ramp (0.1211 mile west of Sycamore St), to create a continuous acceleration/deceleration lane approximately 1.5 mile in length. (2) Spot Improvement #2—VDOT Project 0066-96A-113, C501, P101; UPC 78828 (Federal Project NH-066-1(313)), Arlington and Fairfax Counties: Add an additional, continuous, approximately 1.6-mile long acceleration/deceleration lane, adjacent to the existing continuous acceleration/deceleration lane, from the Sycamore St/Washington Blvd (Route 237) on-ramp (0.111 mile east of Route 693, Westmoreland St) to the existing Dulles Airport Access Road (Route 267) off-ramp (0.211 mile west of Route 703, Haycock Rd). (3) Spot Improvement #3--VDOT Project 0066-000-114, C501, P101; UPC 78827 (Federal Project NH-066-1(314)), Arlington County: Extend the existing acceleration lane from the Lee Highway (Route 29)/Spout Run on-ramp (0.095 mile west of Lee Highway) to the existing deceleration lane at the Glebe Rd (Route 120) off-ramp (0.045 mile east of Glebe Rd), to create a continuous acceleration/deceleration lane approximately 0.9 mile in length. In addition to the above, the overall project will include new or upgraded facilities as needed within the specified project limits along WB I-66: reconstructed shoulders, enforcement areas, safety pull offs, sight distance improvements, ramp metering, variable and static message signs, traffic management systems, and roadway lighting. Also included is the installation and/or relocation of fiber optics along WB and eastbound I-66. All work will be within the existing I-66 right of way.</p>		
District:	City/County:	Residency:	
Northern Virginia	Northern Virginia District Wid		
<p>Date CE level document approved by VA Division FHWA: 10/18/2006</p> <p>FHWA Contact: Sundra, Ed</p> <p>Project in STIP: Yes In Long Range Plan? Yes</p> <p>CE Category 23 CFR 771.117: d01</p> <p>Description of Category: Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g. parking, weaving, turning, climbing).</p> <p>Logical Termini and Independent Utility: Yes</p> <p>Comments: The three spot improvements have logical termini at their starting and ending points on the Interstate route, I-66, where the proposed acceleration/deceleration lane extensions/additions tie into existing I-66 on- and off-ramps/lanes. These spot improvements have independent utility in that they have been shown through feasibility and traffic analyses to provide operational and other benefits for the I-66 WB corridor, as a whole and individually. A feasibility study was completed in March 2005 for I-66 inside the Beltway, focusing on examining possible improvements and other actions to ease congestion on I-66 westbound, reduce congestion on parallel local roadways, improve access to regional activity centers, improve economic vitality of activity centers, and provide quicker emergency evacuations from Washington, D.C. Of the over 200 concepts considered, the three spot improvements meet the above requirements and were selected for implementation.</p> <p>Typical Section: Spot #1 – two primary sections (depending on location): (1) 12-foot paved outside shoulder with curb and gutter and varied width buffer area next to retaining wall, one 12-foot continuous acceleration/deceleration lane, two 12-foot travel lanes, 8-foot paved inside shoulder next to existing metro barrier wall; and (2) 8-foot paved outside shoulder next to existing retaining wall, one 11-foot continuous acceleration/deceleration lane, two 11-foot travel lanes, 3-foot paved inside shoulder next to existing metro barrier wall.</p> <p>Spot #2: 12-foot paved shoulder next to barrier wall, two 12-foot continuous acceleration/deceleration lanes, two 12-foot travel lanes, 12-foot paved shoulder next to grass median.</p> <p>Spot #3: 15-foot shoulder (10 feet paved, 5 feet unpaved) next to varied width ditch, one 12-foot continuous acceleration/deceleration lane, two 12-foot travel lanes, 8-foot paved shoulder next to median barrier.</p>			

Structures: Regarding drainage structures (bridges, culverts), no new structures are included in this project, and no existing structures will be modified.

SOCIO-ECONOMIC

Minority/Low Income Populations: Present with no impact **Disproportionate Impacts to Minority/Low Income Populations:** No
Source: U.S. Census Bureau Fact Sheets; U.S. Dept. of Housing & Urban Development; Fairfax Co. Dept. of Transportation; Fairfax Co. Dept. of Planning and Zoning

Existing or Planned Public Recreational Facilities: Present with no impact

Community Services: Present with no impact

Consistent with Local Land Use: Yes

Source: Northern Virginia ADC Maps; Virginia Outdoors Plan; VDOT site visits; Project Design Plans; National Park Service; NVRPA; Arlington Co. Dept. of Parks, Recreation & Cultural Resources and other agency websites; Fairfax Co. Dept. of Community & Recreation Services; Fairfax Co. Park Authority; MWAA; WMATA; Virginia State Police; Arlington Co. Police Dept.; Fairfax Co. Fire and Rescue Dept.; Fairfax Co. Police Dept.; Fairfax Co. Dept. of Transportation; Fairfax Co. Dept. of Planning and Zoning

Existing or Planned Bicycle/Pedestrian Facilities Present with no impact

Source: Northern Virginia ADC Maps; VDOT site visits; Project Design Plans; NVRPA; Arlington Co. Dept. of Parks, Recreation & Cultural Resources website; Fairfax Co. Dept. of Planning and Zoning; Fairfax Co. Park Authority

Socio-Economic Comments: Based on the 2000 Census, the percentages of minority and low income populations in the project area are very low. All project work will be within the existing I-66 right of way, thereby promoting avoidance or minimization of impacts to socioeconomic resources. Further, extension/addition of acceleration/deceleration lanes will promote traffic congestion relief and improve access for community service vehicles (emergency vehicles, buses, etc.) and access to regional activity centers.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: Northern Virginia ADC Maps; Virginia Outdoors Plan; VDOT site visits; Project Design Plans; National Park Service; NVRPA; Arlington Co. Dept. of Parks, Recreation & Cultural Resources website; Fairfax Co. Dept. of Transportation; Fairfax Co. Park Authority; Cultural Resource Form

6(f) Conversion: No **Acres of Conversion:** 0

4(f) and 6(f) Comments: All project work will be within the existing I-66 right of way; and there will be no permanent or temporary use of lands of public parks, recreation areas or waterfowl/wildlife refuges, or of historic properties for this project. This includes the Custis Trail, which is within the I-66 right of way.

CULTURAL RESOURCES

Section 106 Effect Determination: NO ADVERSE EFFECT

Name of Historic Property: Westover Historic District; Cherrydale Historic District; Waverly Hills Historic District

DHR Concurrence date: 06/02/2008

MOA Execution Date: None

Cultural Resource Comments: The project will have No Adverse Effect on historic properties.

NATURAL RESOURCES

Waters of the U.S.: None

Linear Feet of Impact: 0

Federal Threatened or Endangered Species:
None

T&E Review:

No T&E Species are within the required search distance. ✓ As of 10/23/2007 S Cheung

100 Year Floodplain: None

Regulatory Floodway Zone: Not Present

Public Water Supplies: Not Present

Tidal Waters/Wetlands: None

Wetlands: None

Wetlands: Acres of Impact: 0

Wetland Type: None

Permits Required: No

Natural Resource Comments: No water resources or T&E species will be impacted by this project.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestal Districts: Not Present

Source: Virginia Outdoors Foundation; Natural Resources Conservation Service; Virginia Dept. of Forestry; Fairfax Co. Dept. of Transportation; Fairfax Co. Dept. of Planning and Zoning; Northern Virginia Soil and Water Conservation District

Agricultural/Open Space Comments: No open space easements or agricultural/forestal districts are present in the project area.

FARMLAND

NRCS Form CPA-106 Attached? No

NRCS Form CPA-106 not attached because:

Land already in Urban use.

Entire project in area not zoned agriculture.

NRCS determined no prime or unique farmland in the project area.

Alternatives Analysis Required? No

Source: Natural Resources Conservation Service; Fairfax Co. Dept. of Transportation; Fairfax Co. Dept. of Planning and Zoning; Northern Virginia Soil and Water Conservation District

Farmland Comments: No farmland is present in the project area.

INVASIVE SPECIES

Invasive Species in the project area? Unknown

VDCR indicated that the potential exists for some VDOT projects to further the establishment of invasive species. All seeds used will be tested in accordance with the Virginia Seed Law to ensure there are not prohibited Noxious Weed-Seeds in the seed mixes.

Invasive Species Comments: Based on site visits by VDOT, invasive species may be present in the project area. DCR has only general information about the distribution of invasives. Many invasive plant species are adapted to take advantage of soil disturbances and poor soil conditions. Non-native invasive plants are found throughout Virginia. Therefore, the potential exists for some VDOT projects to further the establishment of invasive species. Soil disturbances will be minimized to the extent feasible to inhibit the establishment of invasive species in the disturbed areas. Only approved seeds will be used for stabilization.

AIR QUALITY

Carbon Monoxide

This project is located in: A Carbon Monoxide Maintenance Area (Arlington and Alexandria Cos.)

CO Microscale Analysis Required for NEPA? Yes

- ✓ The design year 24-hour forecasted traffic exceeds the thresholds outlined in the VDOT's Memorandum of Understanding with FHWA dated August 4, 2004, and therefore a CO air quality analysis is required.

Ozone

This project is located in: An 8-hour Ozone Nonattainment Area

- ✓ This project is modeled properly for conformity in the 2007 LRP.

FHWA/FTA issued a conformity finding for the FY 2007 CLRP and FY 2008-2013 TIP on June 11, 2008. Both of these documents include the spot improvements.

Particulate Matter

This project is located in: A PM2.5 Nonattainment Area

- ✓ This project is modeled properly for conformity in the 2007 LRP.

PM Hotspot Analysis Required for NEPA? No

A PM2.5 hot-spot analysis is not required for this project since it is not an air quality concern. The Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis, since this project has been found not to be of air quality concern under 40 CFR 93.123(b)(1).

Mobile Source Air Toxics

This project requires: A qualitative MSAT analysis

- ✓ This project is proposed to be located in proximity to populated areas in rural areas or in proximity to concentrations of vulnerable populations (i.e., schools, nursing homes, hospitals).
- ✓ The project potentially expands intermodal centers or impacts truck traffic only to the extent that requires a qualitative assessment.

As noted above, significant total or truck traffic effects are not expected. Nevertheless, as a conservative approach, a qualitative analysis will also be provided with the air study.

DEQ SERP Comments Rev.3: This project is located within a Moderate Ozone Nonattainment area, a Fine Particulate Matter (PM2.5) Nonattainment area, and a volatile organic compounds (VOC) and oxides of nitrogen (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC, NOx, and particulate matter. In addition, the following DEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-40-5600 et seq., Open Burning restrictions; 9 VAC 5-40-5490 et seq., Cutback Asphalt restrictions; and 9 VAC 5-50-60 et seq., Fugitive Dust precautions.

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? Yes

Noise Comments: One (1) noise barrier to be replaced; two (2) noise barriers reasonable; one (1) existing barrier to be modified; Design Year 2032

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? No

Septic Systems or Wells: Not Present

Hazardous Materials: Not Present

Source: Project Design Plans and VDOT NOVA Location & Design Section; Virginia Dept. of Health; Arlington Co. Environment website; Fairfax Co. Dept. of Transportation; Fairfax Co. Health Dept.; Hazardous Materials Summary Report

ROW and Relocations Comments: With all work within the existing I-66 right of way, this project will require no right of way and no relocations. Also, no septic systems, wells or hazardous materials will be impacted by the project.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: Yes

Impact same resources as the proposed highway project (i.e. cumulative impacts): Yes

Indirect (Secondary) impacts: Yes

Source: Constrained Long Range Plan (CLRP); Comprehensive Plans - Arlington and Fairfax Counties; Fairfax Co. Dept. of Planning and Zoning

Cumulative and Indirect Impacts Comments: The CLRP shows the I-66 inside the Beltway HOV restriction changing for HOV-2 to HOV-3 and implementing the Dulles Rail Extension. The areas adjacent to the project are already heavily developed, although limited additional residential and commercial development is possible. Based on the information presented in this CE, the I-66 Spot Improvements will have minimal or no environmental impacts, except for noise impacts for which sound barriers are under consideration for mitigation. Therefore, the incremental impact of this project is very small in the context of present and reasonably foreseeable future projects.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: State and Federal resource agency and VDOT environmental specialist reviews (see above)

Public Hearing: Yes **Type of Hearing:** Combined Hearing

Other Public Involvement Activities: Yes

Type of Public Involvement: Prior to initiation of preliminary engineering for this project, the Idea-66 feasibility study was conducted, in which the public was involved in a number of events leading to the identification of possible improvements to the corridor. On January 23, 2007, a Citizens' Information Meeting (CIM) was held to kick off the I-66 Spot Improvements project. A second CIM was held on September 26, 2007, to display the 10 percent design plans.

Public Involvement Comments: A Public Hearing is currently planned for September 2008.

COORDINATION

State Agencies:

Department of Game and Inland Fisheries
Department of Health
Department of Conservation and Recreation
DEQ - Air Division
DEQ - Waste Division
DEQ - Water Division
Department of Forestry
Dept. of Mines, Minerals and Energy
Virginia Outdoors Foundation

Federal Agencies:

Federal Emergency Management Agency
National Park Service
NRCS
U.S. Army Corps of Engineers
US Dept. of Housing and Urban Dvlmnt.
Environmental Protection Agency
U.S. Fish and Wildlife Service

Local Entity:

Arlington County Board Of Supervisors
Arlington Office of Transportation
Arlington Parks and Recreation
Arlington Fire and Rescue
Arlington County Administrator
Fairfax Parks and Recreation
Fairfax Office of Transportation
Fairfax County Board Of Supervisors
Fairfax Planning District
Fairfax County Administrator
Fairfax Community Development
Fairfax Housing Director
Fairfax Economic Development Office
Fairfax Superintendent of Schools
Fairfax Fire and Rescue
Fairfax County Health Department
Northern Virginia District MPO
Arlington Economic Development Office
Arlington Planning District
Arlington Housing Director
Arlington Community Development
Arlington Superintendent of Schools

Other Coordination Entities:

Virginia Dept. of Housing & Community Development
Virginia Dept. of Rail and Public Transportation
Virginia State Police
Federal Aviation Administration
Metropolitan Washington Airports Authority (MWAA)
U.S. Dept. of Homeland Security
Arlington Public Schools - Transportation Dept.
Arlington Co. Dept. of Environmental Services
Arlington Co. Engineering & Capital Projects
Arlington Co. Utilities & Environmental Policy
Arlington Co. Office of Emergency Management
Arlington Co. Police Dept.
Fairfax Co. Dept. of Public Works & Env. Services
Fairfax Co. Publ Schools Office of Transp Services
No Virginia Soil & Water Conservation District
Fairfax Co. Office of Emergency Management
Fairfax Co. Police Dept.
Northern Virginia Regional Commission
Northern Virginia Regional Park Authority (NVRPA)
Northern Virginia Transportation Authority
Northern Virginia Transportation Commission
Washington Metro. Area Transit Authority (WMATA)
D.C. Dept. of Transportation
D.C Homeland Security & Emergency Mgmt. Agency
Saint Ann's Catholic Church (Arlington)
Faith Bible Presbyterian Church (Fairfax)

This project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.